

**M. Gains**  
HOTEL MANSIONS.  
SPECIAL SHOW  
Monday, Jan. 20, 1908.  
HATS, TOQUES AND  
BLOUSES,  
FOR THE RACES.

# The China Mail.

ESTABLISHED 1843

No. 13,979.

號九廿月正年八零九千一英

HONGKONG, WEDNESDAY, JANUARY 29, 1908

日六廿月二十年未丁

PRICE, \$3.00 Per Month.

Intimations.

**THORNE'S**  
OLD VAT

\$15  
PER  
CASE

An asphodel  
to the  
House of  
Commons

THIS VAT WAS STARTED BY THE LATE ROBERT THORNE  
OF GREENOCK AND HAS BEEN SOLD AS NO. 4 SINCE 1891.

SCOTCH WHISKY.

SOLE AGENTS IN  
HONG KONG, CHINA & MANILLA  
A. S. WATSON & CO., LTD.  
Hongkong, May 1, 1907.

CHINESE NEW YEAR HOLIDAY

IN accordance with Government Notification No. 41 the EXCHANGE BANK will be CLOSED for the Transference of Public Business on MONDAY next and proximate.

Hongkong, January 28, 1908.

NOTICE.

BY kind permission of Lieut.-Col. N. S. Bruce and Officers 2nd (Queen's Own) Cameron Highlanders, the band of the Regiment will play selections at the ORIENTAL HOTEL, 2, Queen's Road Central, during Dinner on MONDAY next, the 3rd February.

C. FRERICHS,  
Manager.

Hongkong, January 28, 1908.

NOTICE.

IN SF. F. ALLEN will not hold himself responsible for any Debts incurred by his wife, AUGUSTA ALLEN, from or thereafter this date.

F. ALLEN,  
14, Queen's Rd. Central, Tap Floor.  
Hongkong, January 28, 1908.

NOTICE.

C KWONG WO of 2a, Pottinger Street, Central, Hongkong, having accepted the Tenancy of the Canteen of H.M.S. KENT, NOTICE IS HEREBY GIVEN to all Tradesmen and others concerned that the Commanding Officer and Ship's Company of H.M.S. KENT do not hold themselves responsible for any Debts contracted by the said C. KWONG WO.

GERALD C. A. MARASCAUX,  
Captain.

H.M.S. Kent.

Hongkong, January 28, 1908.

NOTICE.

THE Interest and Responsibility of MR HEINRICH CONSTANTIN EDWARD MEYER in our Firm ceased by mutual consent on the 31st December, 1907.

MEYER & CO.

HONGKONG, SHANGHAI, HANKOW, CANTON,

January 24, 1908.

NOTICE.

AN EUROPEAN OFFICE ASSISTANT must be good Typist and with knowledge of Book-keeping. Apply by letter to

CARE OF "CHINA MAIL" OFFICE.

Hongkong, January 28, 1908.

SITUATION WANTED.

A N ENGLISH NURSE or NURSERY GOVERNESS now at Outport engaged April or May, offers services on voyage home.

Apply to "M.", CARE OF "CHINA MAIL" OFFICE.

Hongkong, January 27, 1908.

WANTED.

GOOD Second-hand MILNERS' SAFE (3 feet opening). Apply to "DEPOSIT", CARE OF "CHINA MAIL" OFFICE.

Hongkong, January 2, 1908.

WANTED.

A POSITION in a Bank or Mercantile Firm, by a PORTUGUESE. Age 38. Efficient accountant, correspondent in English and typist, with thorough experience of general office work. No objection to Coast Ports. Salary moderate.

Apply to "CLERK", CARE OF "CHINA MAIL" OFFICE.

Hongkong, January 14, 1908.

KWONG WOO.

JEWELLER, DEALING IN SILK,  
&c., &c.

of No. 18 QUEEN'S ROAD, CENTRAL.  
I beg to inform his Patrons and the General Public that owing to necessary extension of stock to meet increased business he will remove to his new and more spacious premises at No. 63 Queen's Road, Central (7 doors East of his present premises) on 1st January, 1908.

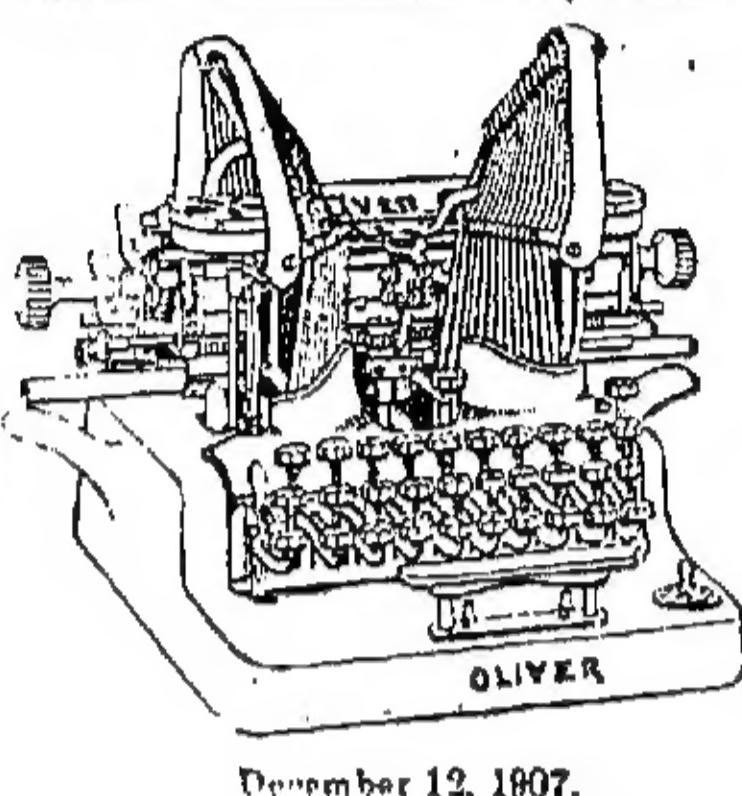
Hongkong, December 27, 1907.

Business Notices.

**FOR SALE**

ROCK BORING DRILL, 500 ft.

**W. S. Bailey & Co.,**  
ENGINEERS,  
20, CONNAUGHT ROAD CENTRAL.



December 12, 1907.

**OLIVER**  
STANDARD  
VISIBLE TYPEWRITER.  
Clean, Simple, Quick, Durable.  
HEAVY MANIFOLD.  
ROMBACH & CO.,  
17A, QUEEN'S ROAD CENTRAL.  
*Sole Agents.*

**CHAMPAGNE**

THE LEADING BRAND

**G.H. Mumm & C°**

REIMS

BY SPECIAL APPOINTMENT TO  
HM the King of England  
HRH the Prince of Wales

*Shewan, Tomes & Co.*

GENERAL AGENTS

FOR

**HONG-KONG, CANTON  
& MACAO:**

Hongkong, January 27, 1908.

Business Notices.

**BELL'S ASBESTOS EASTERN AGENCY, LIMITED**

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

SAVE FUEL BY COVERING YOUR BOILERS AND STEAMPIPES

WITH

BELL'S ASBESTOS NON-CONDUCTING COMPOSITION,

ESTIMATES GIVEN

FOR WORK FINISHED COMPLETE.



CE SUPPLIED IN

Bags of 1 cwt. each.

OFFICE: 6, DES VŒUX ROAD

**LANE, CRAWFORD & CO.**

**LADIES' DEPARTMENT**

**STOCKTAKING SALE**

JANUARY 27th to 31st, INCLUSIVE.

THE WHOLE STOCK IN THIS DEPARTMENT

WILL BE OFFERED AT THE

**VERY LOWEST PRICES  
TO CLEAR.**

**LANE, CRAWFORD & CO.**

TELEPHONE, 97.

2040

**WILKS & JACK, LTD.**

ELECTRICAL, MECHANICAL AND GAS ENGINEERS

SOLE AGENTS IN CHINA FOR

The Welsbach Incandescent Gas Light Co.

MANUFACTURERS & OWNERS

in the

UNITED KINGDOM

of the

WELSBACK, INCANDESCENT

GAS LIGHT SYSTEM.

A large stock of the latest and most improved Fittings and Burners on hand.

AUR'MANTLES CHEAPEST AND MOST RELIABLE.

SHOW ROOMS & OFFICES:

14, Des Vœux Road Central,

HONGKONG.

14, Robinson Road, Kowloon.

TELEPHONES 358 & 38 1481

**PHOTO SUPPLY STORE.**

MEE CHEUNG & CO., beg to announce they have OPENED A NEW PHOTO SUPPLY STORE at BEACONSFIELD ARCADE, opposite the City Hall, owing to the demolition of the building's Store in the adjoining Hotel corridor is closed.

All Kind of Photographic Goods, and views of the Colony are on Sale. Developing and Printing undertaken on reasonable terms for Amateurs.

**MEE CHEUNG,**

ICE HOUSE ROAD AND BEACONSFIELD ARCADE.

Hongkong, April 2, 1907.

**ORIENTAL HOTEL**

NO. 8, Queen's Road Central.

Mrs M. MATTHAEY, Proprietress.

A THOROUGHLY FIRST-CLASS AND UP-TO-DATE HOTEL.

CUISINE under European Supervision. Grills at short notice. Private Bar and Billiard Room. Monthly Rates for Tiffin and Dinner.

TELEGRAPHIC ADDRESS "COUNTRYSIDE" HONGKONG.

For particulars, apply to

C. FRERICHS, Manager.

Hongkong, September 24, 1907.

1540

**THE CARLTON HOTEL.**  
Most Centrally Situated—Elegantly Furnished.  
VERY COMFORTABLE RESIDENCE  
FOR PERMANENT BOARDERS AND TOURISTS.  
FIRST CLASS TABLE. TERMS VERY REASONABLE  
APPLY TO THE MANAGER.

**HUMPHREYS' ESTATE & FINANCE CO., LTD.**

WE have this day REMOVED our

Establishments to No. 14 Des Vœux

Road Central (opposite to Messrs. Wm. Powell, Ltd.)

CAMPBELL, MOORE & CO., LTD.,

14 Des Vœux Road Central.

Hongkong, December 30, 1907.

2408

THE SHARE CERTIFICATE No. 4394

for Twenty-five Shares numbered

76851 to 76875 inclusive fully paid-up,

standing in the Register in the name of

PEDRO NOLASCO DA SILVA of Macao,

having been LOST or destroyed. Notice is

hereby given that unless the said certificate

be produced at the Office of the Company,

Alexander Buildings, Des Vœux Road

Central, Hongkong, on or before the 24th

February, 1908, a New Certificate for the

said Shares will thereafter be held by the Company as null and void.

JOHN D. HUMPHREYS & SON,

General Managers.

Hongkong, October 26, 1907.

131

**CRUICKSHANK'S COUGH REMEDY.**

A Valuable Remedy for Influenza, Colds, Bronchitis, Asthma,

and all Diseases of the Chest and Lungs—Price \$1.00 per bottle.

**ANISEED AND LICORICE COUGH BALM.**

For the relief of Coughs, Colds, Hoarseness, and Soreness of the

Chest—50 cts. and \$1.00.

**MARTIN'S MIXTURE.**

A specific for Influenza, Hay Fever, Cold in the Head—

Price \$1.00.

## Intimations.

**G. FALCONER & Co.,**  
WATCH-MAKERS AND JEWELLERS.  
**HOTEL MANSIONS.**  
NEW SELECTIONS OF  
DIAMOND JEWELLERY AND ENGLISH SILVER WARE,  
HIGH-CLASS GOLD AND SILVER WATCHES.  
LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.  
G. FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND  
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,  
ADMIRALTY CHARTS AND BOOKS.  
SOLE AGENTS FOR THE EMPIRE TYPEWRITER.

**M. MUMEYA,**  
JAPANESE ARTIST, AND PHOTOGRAPHER.  
ENLARGEMENTS ON BROMIDE PAPER  
AND FINISHED IN CRAYON.  
ALL KINDS OF WORK DONE FOR AMATEURS.  
VERY FINE PANORAMIC VIEWS OF HONGKONG.  
84, QUEEN'S ROAD CENTRAL.

**REMINGTON**  
**TYPEWRITERS**  
AND ALL REQUISITES.  
**SIEMSSSEN & CO.**  
SOLE AGENTS

Hongkong, March 2, 1908

**OPEN CYCLE RACE**  
New Humber Bicycle.  
SECOND PRIZE Pair Dunlop Tyres.  
THIRD PRIZE Pair of Inner Tubes, one Bell and one Lamp.  
ALL DRIVES PRESENTED BY  
THE DRAGON CYCLE COMPANY.

THE Scratch Race for the above prizes will take place on CHINESE NEW YEAR'S DAY at a quarter to ten in our yard later.  
Entrance Fee 2/- Entries close on January 31, with

THE DRAGON CYCLE CO.,

11, D'AGUILAR STREET.

Hongkong, January 14, 1908.

**DINNEFORD'S**

The Universal Remedy for Ailments of the Stomach, Headache, Heartburn, Irritation, sour Eructations, Bilious affections.

**DINNEFORD'S MAGNESEA****MAGNESEA**

**OAKLEY'S WELLINGTON KNIFE POLISH**  
BEST FOR CLEANING AND POLISHING CUTLERY.  
**KNIFE BOARDS**  
PREVENT FRICTION IN CLEANING & INJURY TO THE KNIVES.  
**JOHN OAKLEY & SONS**  
BLACK LEAD MILLS LONDON.

JOHN OAKLEY &amp; SONS LIMITED, "WELLINGTON MILLS LONDON."

## PIGEON SHOW.

UNDER the Auspices of the Kowloon Pigeon Club, An EXHIBITION OF FANCY PIGEONS will be held at the KOWLOON HOTEL, ON FEBRUARY 3 and 4.

Any person wishing to exhibit Birds will be accommodated with a table but must bring his own pens. A reserve price will be placed on birds.

## ADMISSION FREE.

By the kind permission of Lieut. Colonel M. S. Rich and Officers of the 2nd (Queen's Own) Cameron Highlanders, the band will play on February 4 from 4 p.m. to 7.30 p.m. Refreshments will be served:

Hongkong, January 24, 1908.

**YUEN CHEONG.**

SWATOW DRAWN-WORK MANUFACTURER.

Wholesale &amp; Retail.

ALL Kinds of DRAWN-THREAD-WORK, EMBROIDERIES, GLASS CLOTHES, FINGER-WIRE and LACES, &c., &c. No. 39, Queen's Road Central, Hongkong (late of 52, Wellington Street). Hongkong, September 4, 1907.

1438

THE REVENUE OF CHINA.

A SERIES OF ARTICLES

Extracted from "The China Mail,"

WITH AN APPENDIX

To be had at the OFFICE OF THIS PAPER.

8, Queen's Road Central.

Price 50 cents.

## Intimations.

**mitsu bishi goshi kwaisha**  
(mitsu bish co.)

**COAL DEPARTMENT**

MARUNO-UCHI, TOKIO.

CABLE ADDRESS: "IWASAKI,"  
Which applies to all Branch Offices.

A1, A BO 5th Edition, Western Union  
Codes used.

All Letters Addressed:—

MANAGER, MITSU BISHI CO.,  
with name of place under:

BRANCH OFFICES:—

NAGASAKI, MOJI, KORE, KARATSU,  
SHANGHAI, HONGKONG AND HANKOW.

AGENCIES:—

YOKOHAMA: M. ARADA, Esq.,  
CHINKIANG: MESSRS GEARING & CO  
MANILA: MESSRS MACONDRAY & CO.

SOLE PROPRIETORS of Takasima,  
Ochi, Shimana, Namata and Kami-  
nada Collieries and also Hojo Colliery,  
which will shortly be ready to produce on a  
large scale the best Burm Coal.

Sale Agents for Kichidate Coal.

The Head and Branch Offices and the  
Agencies of the Company will receive any  
order for Coal produced from the above  
Collieries.T. MATSUKI, Manager, Hongkong,  
No. 2, PEDDER STREET.

Hongkong, April 25, 1908.

NOTICE TO MARINERS.

No. 310 (SPECIAL).

C H I N A S E A .

SANTUAO DISTRICT.

SPIDER ISLAND LIGHT  
ESTABLISHED.NOTICE IS HEREBY GIVEN that  
SPIDER ISLAND LIGHT was ex-  
hibited for the first time at sunset on the  
16th January.

The illuminating apparatus is Dioptric,  
Occulting of the Fourth Order, showing a  
fixed White Light varied by an eclipse  
every 15 seconds, thus:

Light ..... 13 seconds,  
Eclipse ..... 2 seconds.

The Light-house stands on the most  
easterly islet of the North-east end of  
Spider Island, and the light, which is  
elevated 149 feet above the level of the sea,  
should be visible in clear weather at a  
distance of 17 nautical miles.

The tower is an iron structure with a  
total height from base to lantern vase of  
53 feet. The tower and dwelling are  
painted white.

APPROXIMATE POSITION:

Latitude ..... 28° 31' 25" N.  
Longitude ..... 120° 4' 15" E.W. FERD. TYLER,  
Coast Inspector.Coast Inspector's Office,  
Shanghai, January 23, 1908.

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HUMPHREYS' ESTATE & FINANCE  
COMPANY, LIMITED.THE ORDINARY ANNUAL  
GENERAL MEETING of SHARE-  
HOLDERS of the above Company will be  
held at the REGISTERED OFFICES of the  
Company, ALEXANDRA BUILDINGS, DES  
VOUX ROAD CENTRAL, ON FRIDAY, 3rd  
January, 1908, at NOON, for the purpose of  
receiving the Report of the Directors with  
a Statement of Accounts for the year ending  
31st December, 1907.

The TRANSFER BOOKS of the Com-  
pany will be CLOSED from 25th January  
to 16th February, both days inclusive.

JOHN D. HUMPHREY & SON,  
General Managers.

Hongkong, January 18, 1908.

101

GENERAL FORWARDING.

All kinds of Goods Received,  
Packed and Shipped by the  
Mail or cargo Steamers at  
Lowest Rates of Freight Pre-  
paid or forward.

Regular Shipments Contracted  
for on favourable terms.Insurance Effectuated according to  
Instructions.

CHINA EXPRESS, Co.

Telephone 668. 3 Duddell Street.

Hongkong, Dec 20, 1907.

1049

INTERNATIONAL SLEEPING  
CAR & EXPRESS TRAINS

COMPANY.

(THE GREAT TRANS-SIBERIAN  
ROUTE TO EUROPE).

HAVING been appointed AGENTS for

the above Company, we shall be  
pleased to give you information as to rates  
of passage, &c., in connection with above.SHEWAN, TOMEI & CO.,  
Agents.

Hongkong, August 7, 1907.

1383

PATILLI &amp; CO.,

SHAMEEN, CANTON.

Export &amp; Import Merchants

AND

Commission Agents.

IMPORTERS OF

WINES AND

PROVISIONS.

## Intimations.

UNHAPPY VLADIVOSTOCK.

PURPOSELESS ATROCITIES.

Telegrams from Vladivostock report an  
extraordinary affair which happened  
recently, and which well exemplifies the  
present troubled state of the city.

The municipal abattoir, where a number  
of persons of both sexes are employed, was  
raided by a band of drunken rioters, led by  
a man dressed as an officer and carrying a  
sword, who immediately ordered that all the  
employees should be hanged. An attempt  
was made by his followers to execute a  
man on an improvised gibbet, but it  
gave way under the weight, and the "captain"  
thereupon announced that the decree of execution was revoked.

He, however, commanded all the  
employees male and female, to fall into  
line, and when the order had been enforced,  
commenced to hack men and women alike  
with his sword, his followers mean  
while laying about them with sticks and clubs.

A terrible scene ensued, the woman  
shrieking for mercy from their maddened  
assailants.

The shouts and cries at length attracted  
the attention of an officer in charge of a  
guard of soldiers, who took his men to the  
slaughter-house and arrested the rioters  
after a short struggle.

A shocking scene met their eyes, many  
of the victims being shockingly injured,  
though none had been killed. The whole  
butchering was spattered with blood.

All the wounded are now in hospital.

THE CARLISLE AGAIN.

ECHO of the Japanese War.

In the Court of Appeal, London, recently,  
before the Lord Chief Justice and  
Lords Justices Buckley and Kennedy, the case  
of Collins and others v. Simpson  
Steamship Company (Limited) was heard.  
It was an appeal by the Steamship Company  
from a judgment of Mr Justice Sutton.

The plaintiffs were a number of seamen,  
and they claimed in the action damages  
for loss of kit and breach of contract. The  
men had agreed to serve as seamen on  
board the defendants' ship Carlisle, which  
sailed from Cardiff for the Far East in  
1904 during the progress of the Russo-  
Japanese War. The voyage was for two  
years from Cardiff to Kiao-chiao, and any  
other ports within certain limits, and home  
again. After the voyage had begun the  
crew discovered that the ship was engaged  
in carrying contraband of war for Russia.  
While at Manila the master received  
instructions from the Russian Government  
to proceed to Saigon instead of Port Arthur,  
which had fallen into the hands of the Japanese.

While sailing for Saigon, loaded with contraband stores, she was  
destroyed on January 6, 1905, by an  
explosion which occurred in the Saigon River.  
The plaintiffs were among the rescued and were sent home to Cardiff as  
distressed seamen. They claimed wages  
down to the time of "final settlement"  
and damages for loss of their kit and for  
the hardships suffered. The defendants  
contended that the plaintiffs were only  
entitled to wages down to the date of the  
destruction of the ship, and were not  
entitled to damages.

Mr Justice Sutton held that there had  
not been a "loss" of the ship within the  
meaning of Section 138 of the Act of 1894,  
and the plaintiffs were entitled to wages under  
Section 138 of that Act down to the time of final settlement,  
which would be the date on which he gave his  
judgment, namely, January 17, 1907. He  
also was of opinion that the men were  
entitled to damages for breach of contract  
and for the hardships they had thus been  
made to endure—the men's case being that  
they had signed on for an ordinary commercial  
voyage only—and awarded each man £25  
and the amount each claimed for kit, less  
15 per cent.

At the close of the arguments the Court  
held that as the ship was lost within the  
meaning of Section 138 of the Act of 1894,  
the seamen could not claim wages after  
that date. The appeal as to wages was  
accordingly allowed, with costs, the decision  
of the learned Judge as to damages stand-

ing.

At the sixth ordinary general meeting of  
the Siamese Tramway Company on the  
14th instant, the directors' report, which  
was adopted, showed that the gross receipts  
for the half-year amounted to Ticals  
207,028.44, and that there was a profit of  
Ticals 36,175.62. The payment of a  
dividend of 28 per cent, involving Ticals  
12,500, was adopted.

John D. Humphrey & Son, General Managers.

Hongkong, January 18, 1908.

101

GENERAL FORWARDING.

All kinds of Goods Received,

Packed and Shipped by the  
Mail or cargo Steamers at  
Lowest Rates of Freight Pre-  
paid or forward.

Regular Shipments Contracted  
for on favourable terms.

Insurance Effectuated according to  
Instructions.

CHINA EXPRESS, Co.

Telephone 668. 3 Duddell Street.

Hongkong, Dec 20, 1907.

1049

INTERNATIONAL SLEEPING  
CAR & EXPRESS TRAINS

COMPANY.

(THE GREAT TRANS-SIBERIAN  
ROUTE TO EUROPE).

Having been appointed AGENTS for

the above Company, we shall be  
pleased to give you information as to rates  
of passage, &c., in connection with above.

SHEWAN, TOMEI & CO.,  
Agents.

Hongkong, August 7, 1907.

1383

GENERAL FORWARDING.

All kinds of Goods Received,

Packed and Shipped by the  
Mail or cargo Steamers at  
Lowest Rates of Freight Pre-  
paid or forward.

Regular Shipments Contracted  
for on favourable terms.

Insurance Effectuated according to  
Instructions.

CHINA EXPRESS, Co.

Telephone 668. 3 Duddell Street.

Hong

## Banks

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ..... \$10,000,000  
RESERVE FUNDS—  
Sterling ..... \$1,000,000 at 2%, \$10,000,000  
Silver ..... 11,760,000  
RESCUE LIABILITY OF PROPRIETORS ..... \$10,000,000

CO. OF DIRECTORS:—  
G. H. MELHURST, Esq., Chairman.  
Hon. Mr. HENRY KEEWICK—Deputy Chairman.

G. Friesland, Esq. | E. Shollin, Esq.  
A. Fuchs, Esq. | R. Shewell, Esq.  
C.R. Leuzmann, Esq. | H. A. W. Slade, Esq.  
A. J. Raymond, Esq. | H. E. Tomkins, Esq.

CHIEF MANAGER:—  
Hongkong—J. R. M. SMITH,  
MANAGER:

Shanghai—H. E. R. HUNTER.  
LONDON BANKERS—LONDON AND COUNTY BANKING CO., LTD.

HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of 2% per annum on the daily balance.

ON FIXED DEPOSITS:—  
For 3 months 2½ per cent per annum.  
" 6 " 3½ " "  
" 12 " 4 " "  
J. R. M. SMITH,  
Chief Manager.

Hongkong, January 16, 1908.

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation.

J. R. M. SMITH,  
Chief Manager.

Hongkong, January 12, 1907.

1517

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL ..... \$1,500,000  
SUBSCRIBED ..... \$1,125,000  
PAID UP ..... \$1,687,500  
RESERVE FUND ..... \$2,170,000

BANKERS:—  
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2% per annum on the Daily Balance.

ON Fixed Deposits:—  
For 12 months 4% "  
" 6 " 3½ " "  
" 3 " 2½ " "

EVAN ORMISTON,  
Manager.

Hongkong, May 1, 1907.

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YOKOHAMA SPECIE BANK.

ESTABLISHED 1880.

CAPITAL PAID-UP ..... Yen 24,000,000  
RESERVE FUND ..... 15,560,000

BRANCHES AND AGENCIES:

TOKIO, KOREA, NAGASAKI,  
LONDON, LYONS, NEW YORK,  
SAN FRANCISCO, HONOLULU, BOMBAY,  
SHANGHAI, HANGKOW, CHOOPOO,  
TIENTIN, PEKING, NEWchwang,  
PORT ARTHUR, DALNY, ANTSUNG,  
ELYOYARO, MUKEN, TIE-LING,  
CHANG-CHUN.

HEAD OFFICE—YOKOHAMA.

HONGKONG—Interest allowed:  
On Current Account at the Rate of 2% per annum on the daily balance.

ON FIXED DEPOSITS:—

For 12 months ..... 5% per annum.

For 6 months ..... 4% "  
or 3 months ..... 3% "

TAKEO TAKAMICHI  
Manager.

Hongkong, April 6, 1907.

5

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.

HEAD OFFICE, LONDON.

PAID-UP CAPITAL ..... \$81,200,000

RESERVE FUND ..... \$1,475,000

RESCUE LIABILITY OF PROPRIETORS ..... \$1,200,000

INTEREST allowed on Current Account at the rate of 2% per annum on the daily balance.

On Fixed Deposits for 12 months 4% "  
" 6 " 3½ " "  
" 3 " 2½ " "

JOHN ARMSTRONG,  
Manager.

Hongkong, January 7, 1908.

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THE BANK OF TAIWAN LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

AUTHORISED CAPITAL ..... YEN 5,000,000,  
PAID-UP CAPITAL ..... YEN 3,750,000,  
RESERVE FUND ..... YEN 635,000.

HEAD OFFICE—TAIPEH, FORMOSA.

BRANCHES AND AGENCIES:

Amoy, KOREA, Tainan,  
Anping, Nagasaki, Tamsui,  
Fuchow, Osaka, Tsinlo,  
Keelung, Shanghai, Yokohama,  
Swatow, SW.

HONGKONG OFFICE:—  
3, Des Vaux Road.

Interest allowed on Current Account, Deposits received on terms which may be exacted on application.

D. TORROW,  
Manager.

Hongkong, April 5, 1907.

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## Banks.

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL PAID-UP ..... GOLD \$3,250,000  
MEX. \$7,222,322.

RESERVE FUND ..... GOLD \$3,250,000  
MEX. \$7,222,322.

COLLECT OF DIRECTORS:—  
G. H. MELHURST, Esq., Chairman.  
Hon. Mr. HENRY KEEWICK—Deputy Chairman.

G. Friesland, Esq. | E. Shollin, Esq.  
A. Fuchs, Esq. | R. Shewell, Esq.  
C.R. Leuzmann, Esq. | H. A. W. Slade, Esq.  
A. J. Raymond, Esq. | H. E. Tomkins, Esq.

CHIEF MANAGER:—  
Hongkong—J. R. M. SMITH,

MANAGER:

Shanghai—H. E. R. Hunter.

LONDON BANKERS—LONDON AND COUNTY BANKING CO., LTD.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2% per annum on the daily balance.

ON FIXED DEPOSITS:—

For 3 months 2½ per cent per annum.

" 6 " 3½ " "

" 12 " 4 " "

J. R. M. SMITH,  
Chief Manager.

Hongkong, January 24, 1908.

16

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation.

J. R. M. SMITH,  
Chief Manager.

Hongkong, January 12, 1907.

1517

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL ..... \$1,500,000  
SUBSCRIBED ..... \$1,125,000  
PAID UP ..... \$1,687,500  
RESERVE FUND ..... \$2,170,000

BANKERS:—  
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2% per annum on the Daily Balance.

ON Fixed Deposits:—  
For 12 months 4% "  
" 6 " 3½ " "  
" 3 " 2½ " "

EVAN ORMISTON,  
Manager.

Hongkong, May 1, 1907.

42

YOKOHAMA SPECIE BANK.

ESTABLISHED 1880.

CAPITAL PAID-UP ..... Yen 24,000,000  
RESERVE FUND ..... 15,560,000

BRANCHES AND AGENCIES:

TOKIO, KOREA, NAGASAKI,  
LONDON, LYONS, NEW YORK,  
SAN FRANCISCO, HONOLULU, BOMBAY,  
SHANGHAI, HANGKOW, CHOOPOO,  
TIENTIN, PEKING, NEWchwang,  
PORT ARTHUR, DALNY, ANTSUNG,  
ELYOYARO, MUKEN, TIE-LING,  
CHANG-CHUN.

HEAD OFFICE—YOKOHAMA.

HONGKONG—Interest allowed:

On Current Account at the Rate of 2% per annum on the daily balance.

ON FIXED DEPOSITS:—

For 12 months ..... 5% per annum.

For 6 months ..... 4% "

or 3 months ..... 3% "

TAKEO TAKAMICHI  
Manager.

Hongkong, April 6, 1907.

5

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.

HEAD OFFICE, LONDON.

PAID-UP CAPITAL ..... \$81,200,000

RESERVE FUND ..... \$1,475,000

RESCUE LIABILITY OF PROPRIETORS ..... \$1,200,000

INTEREST allowed on Current Account at the rate of 2% per annum on the daily balance.

On Fixed Deposits for 12 months 4% "  
" 6 " 3½ " "  
" 3 " 2½ " "

JOHN ARMSTRONG,  
Manager.

Hongkong, January 7, 1908.

64

THE BANK OF TAIWAN LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

AUTHORISED CAPITAL ..... YEN 5,000,000,  
PAID-UP CAPITAL ..... YEN 3,750,000,  
RESERVE FUND ..... YEN 635,000.

HEAD OFFICE—TAIPEH, FORMOSA.

BRANCHES AND AGENCIES:

Amoy, KOREA, Tainan,  
Anping, Nagasaki, Tamsui,  
Fuchow, Osaka, Tsinlo,  
Keelung, Shanghai, Yokohama,  
Swatow, SW.

HONGKONG OFFICE:—  
3, Des Vaux Road.

Interest allowed on Current Account, Deposits received on terms which may be exacted on application.

D. TORROW,  
Manager.

Hongkong, April 5, 1907.

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## Banks.

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C.R. Leuzmann, Esq. | H. A. W. Slade, Esq.  
A. J. Raymond, Esq. | H. E. Tomkins, Esq.

CHIEF MANAGER:—  
Hongkong—J. R. M. SMITH,

MANAGER

**Toilet Sets,****S. MOUTRIE & Co.,  
LIMITED.****NEW SEASON'S MODELS  
JUST ARRIVED.****BABY GRANDS****and****COTTAGE PIANOS****BY****BLUTHNER, RUD, IBACH,  
RACHELS, PLEYEL,  
CHAPPELL, HOPKINSON,  
and ROSENKRANZ, &c.****Inspection Invited.****SOLE AGENTS :  
S. Moutrie & Co., Ltd.,  
York Building,  
CHATER ROAD.****Hongkong. April 16, 1907.****A. S. WATSON  
& Co., Ltd.****Powell's.**  
**THE  
GREAT POPULARITY****OF****WATSON'S****VERY OLD LIQUEUR****SCOTCH****WHISKY****has been attained by its  
CONSISTENT EXCELLENCE  
OF QUALITY.****IT IS A****BLEND OF THE FINEST****PURE MALT****WHISKIES****OF****GENUINE AGE****AND****FINE MELLOW****FLAVOUR.****PER DOZEN \$16.50.****A. S. WATSON & CO.  
LIMITED.****ESTABLISHED A.D. 1821.****ALEXANDRA  
BUILDINGS.****Hongkong. November 30, 1907.****MEMOS FOR TO-MORROW.****Auction.**  
2.30 p.m.—Auction of Household Furniture, at No. 39, Morrison Hill Road.**Meetings.**

4 p.m.—Meeting of China Association, Hongkong Branch at City Hall.

5.30 p.m.—Annual Meeting of Hongkong Benevolent Society at City Hall.

**General Memoranda.**

FRIDAY, February 3.—Noon—Meeting of Humphreys' Estate &amp; Finance Co., Ltd., at Co's Registered Offices.

MONDAY, February 6.—Evening Banks Closed.

Register of Shares of the Hongkong and Shanghai Banking Corporation close from this date to 15th February, inclusive.

Goods per Soofoo not cleared at 4 p.m. on this date subject to rent.

TUESDAY, February 4.—5.30 p.m.—Organ Recital in St. John's Cathedral.

FRIDAY, February 7.—Regatta Dances at City Hall.

SATURDAY, February 15.—Noon—Meeting of the Hongkong and Shanghai Banking Corporation, at the City Hall.

**NOTICE.***Letters relating to business should be addressed to THE MANAGER.**Communications relating to news should be addressed to THE EDITOR.**Correspondents must forward their names and addresses with any communications addressed to the Editor, not for publication but as evidence of good faith.**All letters for publication should be written on one side of the paper only.**No unprinted signed communications that have already appeared in other papers will be inserted.**Orders for extra copies of the "CHINA MAIL" should be sent before 11 a.m. on the day after publication. After that hour the supply is limited. Cash 10 cts. Credit 20 cts. per copy.**Alterations and additions to Advertisements on Pages 1, 2, 3, 6 and 7, should be sent to our Office at 5 Wyndham Street not later than 11 a.m. New Advertisements should be sent to our Office at Queen's Road Central before 5 p.m.**Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.**Telegraphic Address: Mail, Hongkong.**Telephone No. 22.***The China Mail****HONGKONG, WEDNESDAY, JANUARY 29, 1908.****ASIATICS IN AFRICA.**

There is ground for thought in the messages sent by Reuter in reference to the difficulty in connection with the Asiatic Exclusion legislation in the Transvaal. If the report sent by the "Daily Telegraph" correspondent is correct a wondrous change has come over the spirit of the Government's dream. Only the other day we were told that, whatever the consequences, the Transvaal Government was determined to carry out its laws. Now it is reported that the obduracy of the Asiatics who are opposing a kind of passive resistance to the legislation directed against them and their fellow countrymen is causing the Boer Administration to wonder whether they have, after all, taken the best means to effect their purpose. It is true that Mr Smuts has denied the accuracy of the report sent by the "Daily Telegraph" representative at Pretoria but, without throwing any reflection upon Mr Smuts' veracity, we might point out that in politics a man will often publish a denial with a mental reservation. The fact would seem to be that the Government did not foresee that the Asiatics would take such a determined stand. It may be also that the Home Government has become alarmed at the possible effect upon the Indian Empire of this openly discriminatory action against Indians in a British Colony. The trouble in the Transvaal is on a different footing to the difficulties elsewhere. The persons it is sought to exclude, or many of them, have made their homes in the Transvaal trusting that the fact that they were British subjects would ensure them equal rights with their white neighbours. It must be confessed that it seems rather a high-handed action on the part of the Transvaal Government to practically turn these men out of the country where, by their own industry, they have created interests. Still, high-handed or not, if such a step was beyond all doubt in the best interests of the majority of the population it would be justified. The

fact that the Transvaal Government is apparently weakening would seem to show that upon further consideration it has been realised that the object in view might have been achieved with less friction. In whatever manner the Transvaal difficulty is arranged the main problem is still unsolved. Sooner or later Great Britain will have to make a definite announcement in regard to the status of the non-white races which are British subjects.

As things are these races are excluded altogether from Australia (except in the case of students, merchants and so forth) and South Africa and partially, at all events, from Canada. There is no reason to believe that these Colonies will alter their policy. It might be well, therefore, for the Imperial Government to let its non-white subjects understand that certain parts of the British Dominions are definitely closed to them. There still remain many parts of the world under British control to which the coloured British subject might repair.

In the West Indies there is room for hundreds of thousands, and British Guiana and British Honduras are but sparsely populated. There are other great areas in Central Africa which might, if the necessity arose, be set apart for settlement by British Orientals. It must be admitted that there would be enormous difficulties in the way of partitioning the Empire between the white and coloured races, but some solution will certainly have to be found soon of a problem which grows more dangerous daily. The task is one that will tax the ingenuity of statesmen to the utmost, but it would be easier to deal with them now than ten years hence. It is to be hoped that this is thoroughly realised by the Imperial Government.

Professor Giles, the distinguished Professor of Chinese at Cambridge, has written a long article in the last "Nineteenth Century and After" on the opium question in China, and on the drunkenness among the Chinese in the past. Professor Giles thinks apparently, that we had better let the Chinese have their opium rather than take it from them, lest, like the nations of the west, they turn to alcohol. The efforts of the Anti-opium Society are treated with scant respect by Mr Giles. He assumes that the humbug race must have stimulants of some sort, and therefore if the one is taken the other will be turned to. The Professor bases this contention on a long series of references to wine drinking in China in the past. He has collected together most of the references to wine and the joys of wine that are to be found in Chinese literature, and they are presented to the English reader. The article is more a detailed series of quotations from Chinese books, dealing with wine, than an article dealing with the opium question. Just now, of course, whatever may be the number of quotations possible from Chinese literature in respect of wine, the Chinese people as a whole are a temperate race.

The forthcoming meetings of the Legislative Council promise to be of some moment inasmuch as we understand that His Excellency the Governor will make a statement fully setting out the work done to date on the British section of the Kowloon-Canton railway; and in addition there will be introduced a measure to amend the Public Health and Building Ordinance. Whilst this measure will not compass all that a section of the public desires so far as the sanitary control in the Colony is concerned, it will, we understand, open the way for a better working of the department, and His Excellency will no doubt take the public into his confidence and announce the policy of the Government, as far as possible, in connection with future efforts to adopt such of those recommendations of the Commission as are deemed to be workable and desirable, or make other changes that are calculated to bring about the desired results. The intention of the Governor to speak on the matters that are nearest the public heart will be gladly welcomed by the community as a change in the old policy of ostrich-like silence, and we sincerely hope that it will be the death knell of that unnecessary secrecy with which officials have in the past been wont to wrap everything concerning Governmental enterprise, whether justification existed for mystery or not.

It is reported that in return for the concessions made to the Norddeutsche Bank, the P.O. first-class Higgins, firing from the after twin turret, made ten hits in a minute with his gun out of ten shots fired, of these nine were kills. This constitutes a record for target-shooting; and since the vessel was steaming at over 12 knots and the range was from 1,350 to 1,500 yards it is highly creditable.

According to the Japanese paper, the amount to be lent to Korea by the Japanese Government is \$10,682,623, divided into six instalments payable in the period 1907-12. The sum to be lent in the coming fiscal year is \$5,250,680. The term for the repayment of the loan is indefinite, but, under the guidance of the Residency General, the Korean Government is making efforts to improve the taxation system and to develop various industries with a view to repayment of the debt as soon as possible.

The greater the information that is within limits accorded the public the better for the smooth working of those things that are promoted ostensibly for the Colony's good and for the promotion of the co-operation that should exist between the Colony's officials and its citizens. If His Excellency the Governor can promote this union alone he will have done something for which Hongkong will for ever be grateful.

The Local and Coast News, LOCAL AND COAST NEWS.

On account of Chinese New Year the CHINA MAIL will not be published next Monday.

Ho M. S. Flores left port to-day for Mats Bay for practice.

The German cruiser Arcona left yesterday afternoon for Amoy.

The Mitsui Busan Kaisha send us two handsome Chinese calendars for 1908.

The Peking Government has decided to send General Feng Kuo-chang to take command of the forces to police the West River.

On the occasion of the Chinese New Year, Monday, the 3rd proximo, will be observed as a holiday by the troops in Garrison.

The General Officer Commanding will inspect the 2nd Battalion Queen's Own Cameron Highlanders on Friday, 31st instant.

There has been very little done in exchange business on the Rialto during the past week, the steadiness of the market causing a cessation.

The Hongkong and Shanghai Bank meeting will be held on February 15. The share register will be closed from February 3 to 15 inclusive.

Mr W. J. Grosson, of Messrs Jardine, Matheson and Co., was married to-day at Cottenham. The Jockey Club sent him a congratulatory telegram.

The Douglas steamer Haiching (Capt. Hodges) came in this morning from Coop ports, and brought several European passengers, and 98 Chinese. Dull and overcast weather was met with on the way down.

Musketry field firing will be carried out by the 12th D.C.O. Baluchis on Tuesday, 4th February, from Kaulung Tsai towards Beacon Hill, from 10 a.m. to 3 p.m.

The Cheangchew from Penang, and Ho Ho arrived with 347 Chinese passengers on board. Already 200 are booked to leave by the Haiching. On the Montague 104 go north, and 200 will go on the Cheangchow.

The China Navigation Company's steamer Chingtu, on her way to Australia, arrived yesterday evening from Japan. She was dry-docked during her stay in Yokohama. On her way down she had fine but cloudy weather, and a moderate North Easterly was experienced throughout.

This significant item is from a Tientsin exchange: All the events of 1900, with a full account of the flight of Their Majesties into Sinkiang, and all the doings of the allied forces, are to be compiled and circulated among the people by order of the Empress Dowager in order that they may not forget the sufferings of that time.

A Tokyo message to the Mainichi states that owing to the curtailment of military and naval expenditure the construction of two battleships which were to have been laid down at the Yokosuka and Kure Dockyards this year has been postponed. Work on them may be commenced next year.

It is reported that in return for the concessions made to the Norddeutsche

Bank, the N. Y. K. has obtained some special privileges in regard to the services between Japan and Shanghai, and Shanghai and Hongkong. The Kaisha will consequently open a new service to connect with the German steamers on the Bangkok route.

The size of warships has been steadily growing for many years, though they are still not large compared with passenger steamships. The tonnage of warships is reckoned by their displacement; and the largest afloat is not 20,000 tons, whereas the carrying capacity of the Great Eastern reached that figure. The displacement of the new German vessel, designed to beat the Lusitania, will be nearly equal to four Dreadnoughts.

It is reported that in return for the

concessions made to the Norddeutsche

Bank, the P.O. first-class Higgins, firing from the after twin turret, made ten hits in a minute with his gun out of ten shots fired, of these nine were kills. This constitutes a record for target-shooting;

and since the vessel was steaming at over 12 knots and the range was from 1,350 to 1,500 yards it is highly creditable.

A noon to the slender person is Imperial Draught Beer.—Anvr.

THE BEST IS ALWAYS CHEAPEST

In buying medicine, a few pence from each bottle is no inducement to the buyer.

He wants that which is most effective, as it is cheapest in the end. This is why Chamberlain's Cough Remedy is so popular here. It is guaranteed to do all that is claimed for it and its cures of coughs, colds and croup are always safe.

For sale by all chemists and druggists.

WHAT IS MORE WELCOME AND PRACTICAL THAN A CASK OF IMPERIAL DRAUGHT BEER?

WHY COLDS ARE DANGEROUS.

If you would be immune from disease, keep the system healthy. Each successive cold weakens the constitution and renders infectious disease more liable.

Chamberlain's Cough Remedy will cure your cold promptly and restore the system to its normal condition. For sale by all chemists and druggists.

**HONGKONG'S TRAMWAYS.**

Sir Clifton Robinson Complimentary.

Sir Clifton Robinson, the tramway expert, who has been sojourning in the Colony for a few days, in the course of a tour round the world, left by the German mail to-day for Colombo, en route for Egypt and home. During his stay here Sir Clifton naturally took a great interest in our tramway services, and in the industrial development of the Colony, and visited Canton as well. Having traversed the whole of the electrical tramway system here Sir Clifton was able to pay high compliments to Mr Gray Scott, the Manager, and to the designers of the power house and the line. "Mr Scott has," said Sir Clifton, "justified the high opinion formed of his abilities when he was appointed to the position by the excellence of the arrangements and the splendid condition of the permanent way, the running stock, and the general high standard of the working plant. The permanent way seems to have been admirably constructed and its maintenance, as well as that of the whole equipment, reflects the highest credit upon Mr Scott as the responsible engineer. The power house has been, as I expected it would be, splendidly situated and designed, and installed with the best possible plant and machinery. The system seems to be adequate for present needs in the Colony—that is on the lower levels—and that it carries some nine or ten million passengers annually on this canary and over nine or ten miles of line, is especially satisfactory and a happy augury for the future.

"With regard to the expansion of the system in other directions there is not much scope on the lower levels, owing to the geographical formation of Hongkong, but on the higher levels there is great opportunity in developing what is one of the best residential sites in the world. There is, indeed, scope for the employment of more than one—or two, as contemplated—high level tramways. I should think three or four. And in addition there is ample call for lines along the various levels.

"I have taken the opportunity to go to Kowloon, where I visited the Dock works, and I am greatly impressed with the future of the peninsula. Tramway lines to the coming railway should be a source of great convenience and profit and I am surprised that someone has not already taken hold of that idea. There are, I should say, great prospects."

"During his trip to Canton heavy rain and water sports from house tops tended to mar the pleasure of the trip, but Sir Clifton was able—even through the rain and falling water—to detect the vast industry that characterises the City of Rams and appraise the possibilities that exist for tramway services. What surprises Sir Clifton with regard to cities like Canton, Peking, and Osaka, in Japan, is that they are devoid of the latest aid to civilization and comfort, viz., tramways, but he feels that they will not be long in showing up in the streets of the cities mentioned.

During his trip in Japan Sir Clifton gained great admiration for the tenacity of purpose of the Japanese. He felt the spirit of inquiry abroad, and was particularly struck by the amount of information they desired in regard to all manner of engineering schemes.

## BY TELEGRAPH.

MR CHAMBERLAIN.

Still Indisposed.

(Exclusive Service, supplied by *Entente*, via *Bombay*.)

LONDON, January 28.

The Rt. Hon. J. Chamberlain will not attend Parliament during the coming session.

## THE ROUTE TO INDIA.

## Proposed Acceleration.

(Exclusive Service, supplied by *Entente*, via *Bombay*.)

LONDON, January 28.

Baron Alois von Aehrenthal (Minister for Foreign Affairs in Austria-Hungary) in the annual statement to the foreign committee told the Hungarian delegation that he hoped shortly to effect a junction between the Austrian, Turkish and Greek Railways at Cariassan.

A through communication would then be established to Athens, thus providing the shortest route from Central Europe to Egypt and India.

[ENTREPRENEUR'S SERVICE.]

## ASIATICS IN THE TRANSVAAL.

LONDON, January 27.

The "Daily Telegraph" states that the Johannesburg Government, realising the seriousness of the situation, has decided to reconsider the whole attitude towards Asiatics; to appoint a Supreme Court Judge to examine into the objections to the Registration Act; to devise a system which will not offend the susceptibilities of the Asiatics, and if necessary to make amendments to the Act next session.

In the meanwhile the Act will be in abeyance and prosecutions cease.

LAURENCE.

Reuter's Agency in Pretoria wires that Mr Smuts declares there is no truth whatever in the "Telegraph's" statement, re Asiatics in the Transvaal.

## TURKEY AND PERSIA.

LONDON, January 27.

A Russian telegram from Tabriz states that Prince Firman Firma has evacuated Sibulak.

## GALE AT PORT SAID.

LONDON, January 27.

'A gale has been raging at Port Said since Sunday and much damage has been done; the telegraphs are interrupted and the canal traffic suspended.

## CLOWNS AT THE CIRCUS.

Young China's Garb.

The tendency of the rising generation of Chinese to wear a polyglot costume, neither Chinese nor foreign is repugnant to Mr Lau Cha Pak. Speaking at the distribution of prizes at the Honour College, on which occasion he presided, Mr Lau Cha Pak said, addressing the pupils—My young friends, what I wished to speak to you about appears to have reached your ears beforehand. I do not see amongst you such evidence of the mixed style of dress as I did when I last came. But still I think it would be wholesome for you to bear what I have got to say on the subject. So long as you make yourselves look respectable and not ridiculous in school you are at liberty to adopt any style you like. But when you appear in clothing which is neither Chinese nor European you transform yourselves into such ridiculous figures as those who keep an eye on your welfare cannot but criticise. If you feel more comfortable or handier in any clothing other than Chinese, adopt it by all means but in its entirety and not in the semi-civilised habit so conspicuous amongst you until recently. When you still wear the queue and the long coat, if you put on a European workman's cap, putaloon and leather boots I should say you look no better than the clowns at the circus. Such a get-up brings no credit to your parents or yourselves. To show the world that Young China is advancing is certainly best by adopting this peculiar change of dress.

READING is good, seeing is better, but drinking Imperial Draught Beer is best. Try it.—ADVT.

## HOW DIPHTHERIA IS CONTRACTED.

ONE often hears the expression, "My child caught a severe cold which developed into diphtheria," when the fact was that the cold had simply left the little one particularly susceptible to the wandering diphtheria germ. When Chamberlain's Cough Remedy is given it quickly cures the cold and lessens the danger of diphtheria or any other germ disease being contracted. For sale by all chemists and druggists.

READING is good, seeing is better, but drinking Imperial Draught Beer is best. Try it.—ADVT.

## BEWARE OF PNEUMONIA.

If you have weak lungs, you have reason to fear pneumonia, and should keep a hand bottle of Chamberlain's Cough Remedy. It counteracts any tendency of a cold to result in pneumonia. For sale by all chemists and druggists.

## THE CHINA PROVIDENT LOAN AND MORTGAGE COMPANY, LIMITED.

## Ordinary General Meeting.

The eleventh ordinary general meeting of the China Provident Loan and Mortgage Company, Limited, was held at the offices of the General Managers, Messrs. Shewan, Tones and Company, at 11.30 to-day. Mr. Robert Shewan was in the chair and there were also present: Messrs. H. P. White, Dr. J. W. Noble, J. S. Van Buren, Chow Hing Kee (Consulting Committee), J. M. E. Machado, G. C. C. Master, R. Hancock, J. McCubbin, E. W. Tarry, Fung Wa Chuen, U Poi On, U Hong Sui, U Poi Yan and J. A. Young (Secretary).

The Secretary read the notice convening the meeting.

The Chairman said—Gentlemen, the report and accounts for the year 1908 have been in your hands for some days, so, with your permission, we will take them as read on this occasion. You will have seen from them that we are able to pay our usual dividend of eight per cent. and add \$5,000 to the Reserve Fund, after writing off \$6,000 from our profits to meet depreciation of securities. This I hope, you will agree with me is a very favourable result in a very unfavourable year for business throughout the Colony. As you know failures in Chinese commercial circles have been numerous and our business of making loans has required more than the usual amount of thought and consideration. Whether you choose to put it down to good luck or good management the fact remains that we have come off exceedingly well in the matter of bad debts in a year of heavy losses and unsatisfactory trade all round, nor do any of the loans now in our books give us any particular anxiety. In regard to the accounts it is of course regrettable that we have to provide so much to cover brinks in value of our investments, but as you all know we are not singular in this respect, all stocks and shares having suffered from the prevailing depression and dropped to figures much below their normal value. Our holdings of Light and Power-shares however show a profit at \$6, their average cost being about \$5, and in reference to these shares I would like to explain that we did not specially select them as an investment for our Reserve, but they came into our possession as the outcome of our transactions with that Company, which resulted very profitably for us. Having the shares thus on our hands we earmarked them to the Reserve Fund, but if we had had any choice in the matter we should have chosen a less speculative and more easily realisable stock for the purpose. However, we can make better use of the money in our ordinary business so we have now as will notice from the Balance Sheet withdrawn the shares from the Reserve, and will dispose of them from time to time as quickly as possible. You will see that in accordance with the decision come to at the meeting of October 29 last we have purchased the property known as the Po On, or Kung Yik, Godowns for \$850,000 plus \$4,250 Court fees, legal expenses, etc. From all we have seen of the business so far we are quite well pleased with its prospects, and feel satisfied that we have made a very good bargain in your interests, for anyone who knows anything of the value of property in that district will tell you that the price paid is a very low one. To cover interest on the cost we have a steady income from storage, which we feel sure we can increase, I need not enlarge upon the advantage of now having the goods upon which we make advances in our own care in our own godowns. To provide for the purchase of this property the paid up capital of the Company was increased to \$1,250,000 in accordance with the resolution passed on October 26 last. There is only one other matter to which I think I may refer and that is the low market price of our shares. It is not a matter that comes within the jurisdiction of the General Managers, but my attention has been drawn to the point by shareholders who have asked me to give you my opinion at this meeting. All I can say is that I consider the shares are quoted at much below their real value. It is not as if our profits were problematical or our business a speculative one. All our advances are covered while in the case of Provident Loans the margin of security increases with every monthly payment. At the most the greatest risk you run is of an error in judgment on our part in advancing too much on the security offered. Although losses are to be expected in every business, we have been few and far between and very slight at that. I have no desire to boom the Company's shares for that is an operation that always results on the heads of Directors and Managers, nor can I pronounce an opinion as to the true market value for that depends on supply and demand, and we all know that the demand is poor just now, but if you will look at the figures you will see that intrinsically the shares are worth on a division of the assets at least \$11 each, and if you will remember that those assets are liquid or easily realisable, and not sunk in plant and machinery or unsaleable stock you must agree with me that ours is one of the soundest and safest stocks in the market, and should certainly be in better request.

There being no questions I beg to move the adoption of the report and accounts as presented.

Mr. Master—May I second that motion? And may I say on my own behalf that I listened with great pleasure to the chairman's address and I think shareholders must be pleased to hear his views as to the soundness of the Company? Personally I always wondered how it could come a

smash except by extremely bad management and I would certainly not do Messrs. Shewan, Tones and Company—and particularly Mr. Robert Shewan—the injustice of thinking they could not manage it.

Mr. Shewan—Thank you.

Mr. Master—I have always wondered why these shares have stood so low because, as Mr. Shewan says, we have not got our capital sunk in some particular business with large stocks and machinery which one day might become useless owing to improvements. I personally think this is a company in which the widow and orphan might put their money and feel fairly secure and I am very pleased.

Mr. Shewan has rather opened out in his remarks as it will give shareholders confidence, and I thoroughly believe all he says.

The report and accounts were then adopted.

Mr. Machado proposed the re-election of the Consulting Committee, with the addition of U Poi On. Mr. Fung Wa Chuen seconded the motion.

Messrs. A. O. D. Gourdin and W. H. Potts were re-elected auditors on the motion of Mr. McCubbin, seconded by Mr. Terry.

The Chairman—That is all the business Gentlemen; dividend warrants are now ready.

## SPORTING.

## Football.

The following will represent the Hong Kong Club in their match against Shanghai on Monday next:—

Goal: Dr. F. H. Kow; backs: E. F. Autcott (capt.) and A. Hamilton; halves: J. Hall, A. Piercy and A. Gregory; forwards: W. H. Williams, R. R. Turner, O. Eagor, L. J. Wishart and J. H. Head.

## Training Notes.

To-day, Wednesday, saw the usual mid-week crowd at the course, and as the morning was fine and the Valley free from mist, watch holders had no difficulty in following the ponies. One old hand was greatly tickled, however, with what he called Archie's humour, and in consequence lost one or two gallops. The humourist promised to remain a mute spectator henceforth.

Some good times were put up, and Mr. Marshall's Nutmeg Tree, with Vida up, went the mile and a half in the remarkably good time of 33s, the last quarter being 34s. Seeing that it is this pony's first gallop, this is by those who know, considered "can do," and without presuming to be an authority, chingers would do well to watch this pony's future performance.

Other two good gallops were Astral's mile and Spring Rose's mile. The best gallop of the morning, however, was the mile done by York Rose and Lancaster Rose, the time being 21s, and the former won on the post.

It might just as well to correct a mistake which appeared in my notes of yesterday with regard to the three-quarters run by Fleetfoot, Energy and Dalliance. Fleetfoot, the former, was the winner, and not Dalliance, the latter.

The following are the times taken:—

Beaufort, half-mile, 32s. 1.07.

Astral, one mile, last three quarters, 37, 1.12, 1.43.

Coxcomb, one mile and a quarter, 37s. 1.14, 1.49, 2.24, 2.56.

Skirbeck and Regalo, one mile and a quarter, last mile, 33, 1.12, 1.50, 2.24.

Homoea, one mile, last three quarters, 36, 1.12, 1.44.

Black Prince Rose and Druceberger, one mile, 33, 1.08, 1.43, 2.19.

Jubilee Rose, one mile and three-quarters, 37, 1.13, 1.42, 2.19.

Sidier Roy, one mile and a half, last mile and a quarter, 39, 1.17, 1.54, 2.30, 3.02.

Manchurian Chief, one mile, last three quarters, 37, 1.13, 1.46.

Renfrew, three quarters, last half, 33s. 1.08.

Camphor Tree, one mile and a quarter, last mile, 35, 1.11, 1.46, 2.18.

Spring Rose, one mile, 36s. 1.09, 1.44, 2.16.

Dundremond, one mile, last three-quarters, 36, 1.12, 1.51.

Sofrano Rose and Rainbow Rose, one mile, 37, 1.10, 1.42, 2.19.

Gum Tree, one mile and a quarter, 39, 1.16, 1.53, 2.30, 3.01.

Silverlake, one mile, last half, 36, 1.08.

Kirkwood, one mile, full time 2.18.

Starlight, one mile, 37, 1.14, 1.51, 2.24.

Psyche Rose, Hayden and Mirra, one mile, 37, 1.13, 1.49, 2.25.

Dumbardikes and Tillidulem, one mile, 38, 1.13, 1.52, 2.27. The former won by over three lengths.

Nutmeg Tree, one mile and a half, 40, 1.17, 1.61, 2.27, 3.02, 3.36.

Sidier Dhu and Mischief, one mile and a quarter, full time 2.68.

Foxfire, one mile, last three-quarters, 36, 1.10, 1.44.

York Rose (Roric) and Lancaster Rose (Russia), one mile, 34, 1.00, 1.42, 2.15.

Pine Tree, one mile, 34, 1.12, 1.51, 2.23.

## THE YIKSANG WRECK.

## The Captain's Story.

The story of the wreck of the British steamer Yiksang was told this morning by Captain W. S. Thomas at the enquiry held at the Harbour Office before Commander Basil R. H. Taylor, R.N., Commander Merchant H. Penfold, H.M. Naval Yard, Captain Pybus, R.A. Empress of India, Captain F. Janigan, R.A. Singan, R.A. Haiching.

Mr. C. D. Wilkinson appeared for Captain Thomas, and a letter was read in which the captain stated he had lost everything, even the log book.

After leaving Wakamatsu on January 10, said Captain Thomas, Okau was reached without mishap, the Yiksang travelling at full speed—8.6 to 8.7 knots per hour. On the 14th speed was reduced to about 8.5 knots, his object being to get into Hong Kong early in the morning. The weather then was fairly clear, and so it continued while witness was on deck. At 11.50 p.m. the course was altered to S. 46 W., error 1°, because he could not see the Chapple Island light and wished to give the Brothers a wide berth. He turned in shortly afterwards with a clear conscience, thinking he had about two hours ebb tide, and then five and a half hours flood. Before leaving the deck witness gave instructions to be called in the event of thick weather, but he was not wakened until 4.20 a.m. when he heard a loud crash. He ran on deck and the chief officer informed him the vessel had struck the high Brother. The Captain ran aft and found that the fires were out, the cylinders awash and the pumps could not be put on. The weather was then, he thought, foggy, and he ordered the boats to be lowered, but the chief and second officers were already doing that. The Chinese were excited and when No. 1 boat was lowered they rushed in and swamped it, then being a heavy swell on. Both the chief and second officers did their duty thoroughly and witness put the log into No. 1 boat. The Chief Engineer, though ordered to get into one of the boats, refused, saying "You first, captain." Witness then got into the boat, the water then rolling over the rail. The Chief Engineer endeavoured to follow but on each occasion went back and thought told to jump did not do so, and finally the boat was pushed off. On reaching the lee of the Brothers it was found there was a heavy swell running and the captain told those in the boat not to land. The boat swam landed and witness believed the five Chinese were lost from his boat. Witness was about thirty feet away when No. 2 boat capsized and pulled several of the capsized Chinese on to the rock.

The President—What became of the survivors of No. 1 boat?

Witness—They landed on the rock. Witness continued, and said he approached the rock with caution and landed ten men but the other boats rushed on to the rock and were swamped. The Captain then returned to the wreck to look for the engineer, but found the Yiksang had disappeared. Four or five hours the search continued, but with no success. No. 6 boat was found water-logged and it was baited out and the plug put in.

To Captain Pybus—The Chinese on board were counted at Japan. The Chief Officer was on deck when the accident happened.

William Gibb, the Chief Officer, said he had been in the employ of the Indo-China Company for nine years, eight years of which had been spent on the China coast. When passing Okau he took bearings, and found they were 6 miles away, and he considered the course had been laid by the captain to be a perfectly safe one. He was on watch from eight to twelve. They did not see Chapple Island, though a look out was kept for it until he thought it was absent.

When the captain left the bridge at 11.52 the course was slightly altered, the captain remarking he would haul her out at night. Witness left the deck at midnight when relieved by the second officer, and he returned again at four o'clock, it being the custom to clear fires at that hour. The steam burner Japanese coal which gave considerable smoke, and as it was blowing on the lee side the smoke obscured the vision of those on board. At that time they must have been within three miles of the Brothers, but they could not be seen on account of the smoke. When witness did see them they were from one and a half to two ship's lengths off, slightly on the starboard bow. Witness put the helm hard-a-starboard and thought he would be able to clear but they struck, heading south east by south. Witness then went to call the captain but met him coming up. The whole of the crew rushed up on deck and the boats were lowered, witness getting into the starboard No. 2 boat, with the second officer and second engineer. Witness thought the captain was the last to leave the ship but afterwards saw the chief engineer on board. He told the boatmen to keep off the rock until morning, but the latter obeyed the order of the boat captain. Witness saw the hull of a boat passing but his helm was unanswered.

James McCall also gave evidence, bearing on the statements of the Captain. McCall (second engineer) stated that when the ship struck he shut

## Shipping.

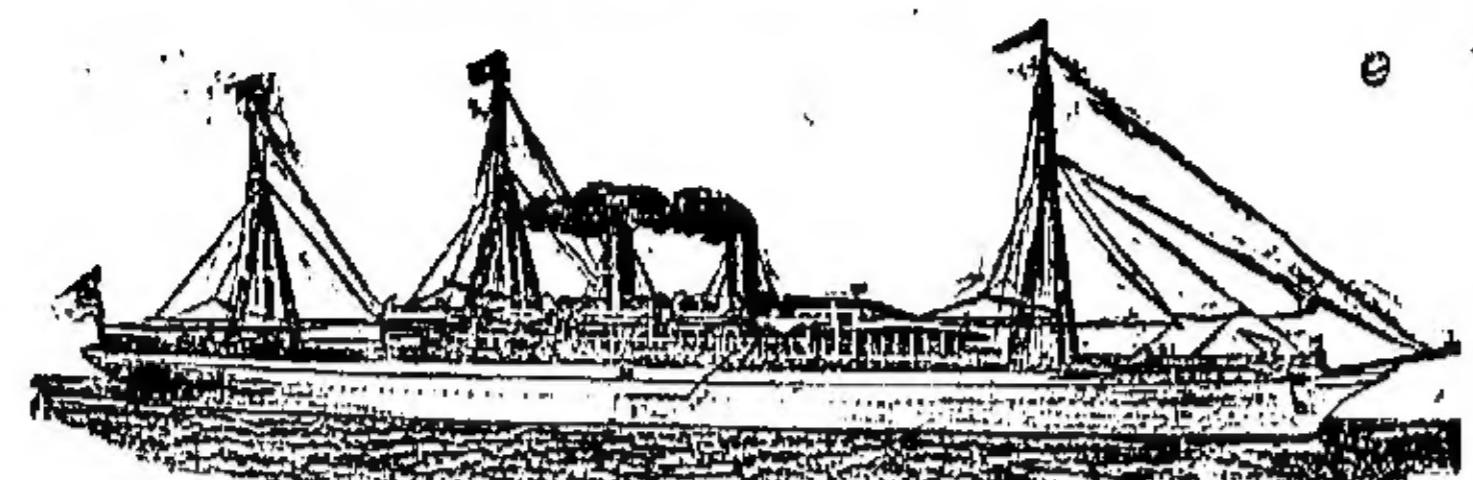
PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named:

SHANGHAI, MOJI, KOBE, SOKOTRA.....	TO SAIL ON STEAMERS.	REMARKS.
SHANGHAI, MOJI, KOBE, NUBIA.....		About 29th
SHANGHAI, MOJI, KOBE, AND YOKOHAMA.....	Capt. W. R. HICKEY.....	Freight only.
SHANGHAI, MOJI, KOBE, DELTA.....	Capt. F. J. FOX.....	About 2nd Freight and Passage
SHANGHAI, LONDON, VIA USUAL PORTS.....	Capt. C. L. DANIEL.....	About 7th Freight and Passage
LONDON, AND ANTWERP.....	Capt. R. PETERS.....	Noon 8th, See Special
LONDON, AND ANTWERP.....	Capt. C.R. LONGDEN, R.N.R. ....	About 12th Freight and Passage
E. A. HEWETT, Superintendent.		

P. & O. S. N. Co.'s Office.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



## LUXURY—SPEED—PUNCTUALITY.

The only Line that MAINTAINS a Regular Schedule Service of 11 Days across the PACIFIC is the EMPRESS LINE. SAYING 5 to 10 DAYS OUR TRAVEL 11 DAYS YOKOHAMA to VANCOUVER.

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R.M.S.  
FROM HONGKONG. (Subject to Alteration). LEAVE HONGKONG ARRIVE VANCOUVER.  
EMPEROR OF JAPAN ..... 6000 TONS THURSDAY, Feb. 13 ..... Mar. 2.  
EMPEROR OF CHINA ..... 6000 TONS THURSDAY, Mar. 12 ..... Mar. 30.  
EMPEROR OF INDIA ..... 6000 TONS THURSDAY, April 9 ..... April 27.  
MONTEAGLE ..... 6168 TONS WEDNESDAY, April 29 ..... May 16.  
EMPEROR OF JAPAN ..... 6000 TONS THURSDAY, May 7 ..... May 25.  
EMPEROR OF CHINA ..... 6000 TONS THURSDAY, June 4 ..... June 22.  
Intermediate Steamship MONTEAGLE at 12 Noon.

" " and 1st Class Railways. " " 240. " " 242.

1st-class rate to London includes cost of Meals and Birth in Sleeping Car while on board the American Cabin.

A.M.S. MONTEAGLE Carries INTERMEDIATE Passengers only at intermediate rates, offering superior accommodation for that class.

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SPECIAL THROUGH KATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Mapa, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China.

CORNER PEPPER STREET AND PRAYA, Opposite Blasie Pier.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS. STEAMERS. SAILING DATES, 1908.

MARSEILLE, LONDON AND ANTWERP, Via SADO MARU, Tons 6227 WEDNESDAY, 5th Capt. George Anderson, Feb., Daylight.

SINGAPORE, PENANG, COLOMBO AND PORT SAID. BINGO MARU, Tons 6247 WEDNESDAY, 19th Capt. T.L. Sommer, Feb., at Daylight.

VICTORIA, B.C., AND SEATTLE, WASH., Via SHINANO MARU, TUESDAY, 4th Capt. K. Kawano, Tons 6388 Feb., at 4 p.m.

VIA SHANGHAI, MOJI, KOBE & YOKOHAMA... TONOGA MARU, TUESDAY, 18th Capt. A.E. Moses, Tons 7463 Feb., at 4 p.m.

SYDNEY AND WELBOURNE, KUMANO MARU, FRIDAY, 21st Capt. N. Matsumoto, Tons 5678 Feb., at Noon.

VIA MANILA, THURSDAY, 27th DAY ISLAND, TOWNS, VILLE AND BRISBANE, Capt. K. Homma, Tons 5816 March, at Noon.

SHANGHAI, MOJI & KOBE, TUESDAY, 30th MOYURI MARU, THURSDAY, 1st Capt. J. Handa, Tons 3775 January.

BOMBAY, VIA SINGAPORE, TUESDAY, 7th AND COLOMBO, WAKAMIYA MARU, THURSDAY, 8th Capt. R. Takeda, Tons 4723 February, p.m.

KOBE & YOKOHAMA, AWA MARU, Tons 6309 SATURDAY, 8th Capt. F. E. Cope, Feb., at Daylight.

NAGASAKI, KOBE & YAWATA MARU, TUESDAY, 19th YOKOHAMA ..... Capt. K. Homma, Tons 3817 Feb., at Noon.

Cargo only. Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO, Manager.

## GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamship

**MINNESOTA**

28,000 TONS

BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG And SEATTLE, U. S. A.

## Sailing Dates Subject to Change.

**MINNESOTA**, Captain O. F. AUBIN, FRIDAY, 17th APRIL, 1908.

Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.

LUXURIOUS PASSENGER ACCOMMODATIONS—Saloon and Staterooms (all outside rooms). Music room, Library, Smoking room, Nursery, Laundry, Telephones, etc.

Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

For convenience of coastwise cabin passengers return tickets are interchangeable with regular mail line between Japan, China and Hong Kong.

For full information regarding freight or passage apply to

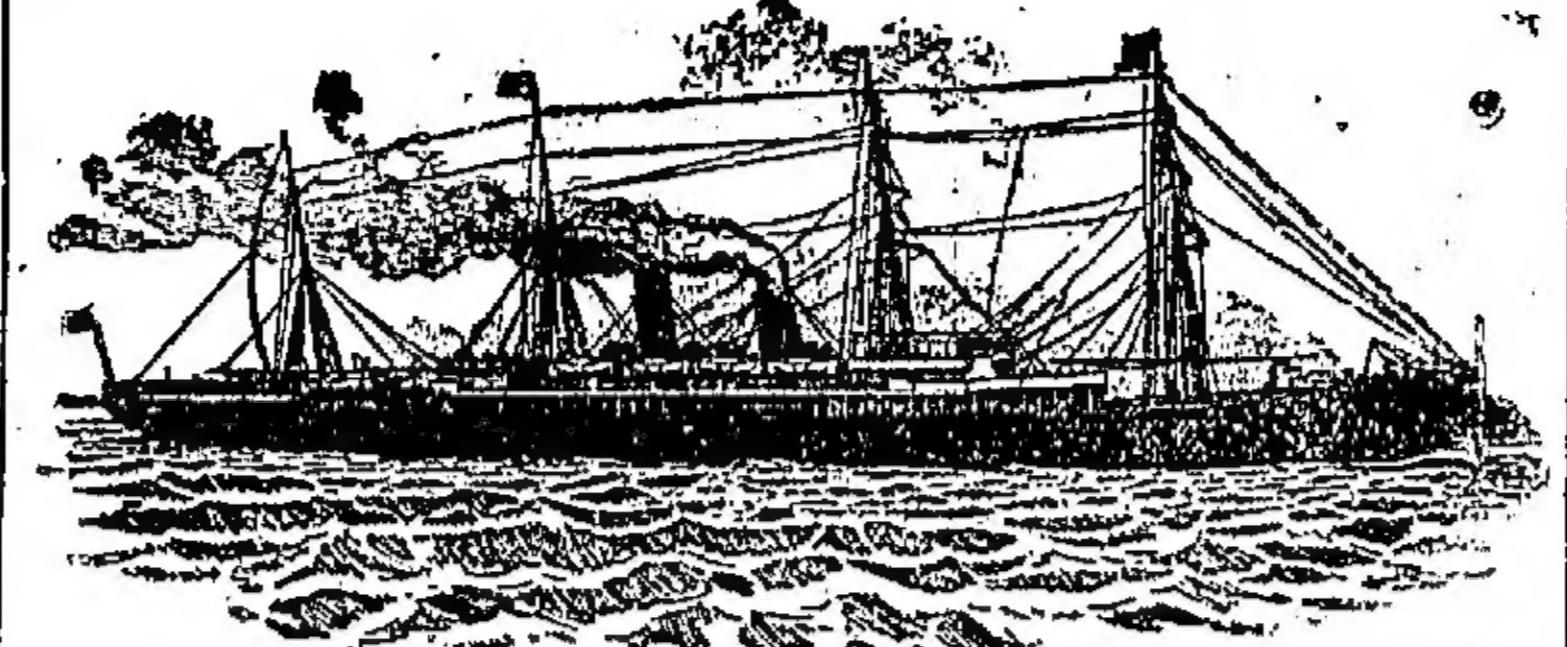
NIPPON YUSEN KAISHA, Agents.

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PACIFIC MAIL S.S. CO., OCCIDENTAL AND ORIENTAL S.S. CO., TOYO KISEN KAISHA

## U.S. MAIL LINES.

VIA HONOLULU,  
TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE:



## SEMI-TROPICAL ROUTE.

Only line taking the warm SOUTHERN Route across the Pacific, via HONOLULU, on Oahu, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS. SAILING DATES, 1908.

- \* SIBERIA ..... 18,000 Tons. SATURDAY, 1st Feb., at Noon.
- CHINA ..... 10,200 " SATURDAY, 8th Feb., at Noon.
- MANOHURIA ..... 27,000 " SATURDAY, 15th Feb., at Noon.
- \* NIPPON MARU ..... 11,000 " FRIDAY, 21st Feb., at Noon.
- ASIA ..... 9,500 " SATURDAY, 29th Feb., at Noon.
- MONGOLIA ..... 27,000 " SATURDAY, 7th Mar., at Noon.
- HONGKONG MARU ..... 11,000 " FRIDAY, 20th Mar., at Noon.
- KOREA ..... 18,000 " FRIDAY, 3rd April, at Noon.
- \* AMERICA MARU ..... 11,000 " SATURDAY, 11th April, at Noon.

\* Twin Screws.

RECORD FAST TRIPS.  
Yokohama to San Francisco, via KOREA, 18,000 tons. September 16-27th 1905; 10 days, 11 hours and 5 minutes.

San Francisco to Honolulu, via SIBERIA, 18,000 tons. August 16th-20th, 1905; 4 days, 19 hours.

San Francisco to Yokohama, via SIBERIA, calling at Midway Islands and Honolulu en route, August 16th-31st, 1905, 18 days, 15 hours.

Yokohama to San Francisco, via SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1905; 10 days, 10 hours and 29 minutes.

THE P. M. Steamship SIBERIA will be despatched from Hongkong to SAN FRANCISCO, via SHANGHAI, NAGASAKI, (INLAND SEA), KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 1st February, 1908, at Noon, taking cargo to Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Government.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, Atlanta and Inland Cities of the United States, via Overland Railroad, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies and connecting Steamers.

For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Buildings,

S. SILVERSTONE, Agent.

REGULAR SAILINGS FROM HONGKONG—OF THE COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT

PORTLAND, OREGON, PORTLAND RAILROAD & NAVIGATION CO.

OPERATING IN CONNECTION WITH THE

STRAMSHIP TONS CAPTAIN TO SAIL ON 1908.

NUMANTIA ..... 4371 H. FELDMANN, January 31st, at 9 a.m.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

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REGULAR SAILINGS FROM HONGKONG—OF THE COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT

NORDDEUTSCHER LLOYD, BREMEN.

FOR MANILA, SAMARAI, BRISBANE, SYDNEY AND MELBOURNE.

PRINZ WALDEMAR, Capt. W. von Spinden, SATURDAY, 1st Feb., at 5 p.m.

YOKOHAMA AND FOBE ..... PRINZ SIGISMUND, Capt. D. Lerz, FRIDAY, 7th Feb.

KUDAT AND SANDAKAN ..... BORNEO, Capt. F. Semill, Middle of February.

For further Particulars, apply to

## Shipping.

INDO-CHINA STEAM NAVIGATION CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR STEAMERS TO SAIL.

SINGAPORE, PENANG AND CALCUTTA KUMSANG... FRIDAY, Jan. 31, at 3 P.M.

MANILA LOONGSANG ... FRIDAY, Jan. 31, at 4 P.M.

SHANGHAI KWONSANG... FRIDAY, Jan. 31, at 4 P.M.

MANILA YUENSANG ... FRIDAY, Feb. 7, at 4 P.M.

FOR THE MANILA CARNIVAL.

A Special reduced fare of \$50 for Return Passages will be issued for our Sailings to Manila of the 24th and 31st instant, available for 90 days from date of issued Passages taking out these tickets are exempt from the Head Tax.

\* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

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NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TO SAIL 1908.

NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHPORT AND HAMBURG...

SHANGHAI, NAGASAKI, KLEIST, KOBE AND YOKOHAMA... Capt. Rud Meyer.

ABOUT WEDNESDAY, 29th Jan.

MANILA, NEWGUINEA, SAMARAI, BRISBANE, PRINZ WALDEMAR, Capt. W. von Spinden, SATURDAY, 1st Feb., at 5 p.m.

YOKOHAMA AND FOBE ..... PRINZ SIGISMUND, Capt. D. Lerz, FRIDAY, 7th Feb.

KUDAT AND SANDAKAN ..... BORNEO, Capt. F. Semill, Middle of February.

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REGULAR HONGKONG-CANTON LINE OF STEAMERS

OF THE COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT

S.S. PAUL BEAU ..... 1900 tons, 14 knots.

S.S. CHARLES HARDOUIN, 1900 tons, 14 knots.

Departure from Hongkong at 9.30 P.M. (Saturdays excepted), Departure from Canton at 5.15 P.M. (Sundays excepted).

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Hongkong, September 16, 1907.

1475

IMPERIAL GERMAN MAIL LINE

NORDDEUTSCHER LLOYD, BREMEN.

FOR MANILA, FRIEDRICH WILHELMSHAFEN, SIMPSONSHAFEN, BRISBANE, SYDNEY AND MELBOURNE.

## Shipping.

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

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FOR

## MARSEILLES &amp; LONDON,

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISH, &amp;c.,

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON (Brindisi 2 days earlier)	Due at MARSEILLES & LONDON (London 1 day later)
TONE	noon Saturday, 1908	TONE	Saturday, 1908
PENINSULAR 5300	Feb. 8	MAGEDONIA 10500	Mar. 7
DEVANHA ... 8000	Feb. 22	BRITANNIA ... 7000	Mar. 21
DELTA ... 8000	Mar. 7	MOOLTAN ... 10000	April 4
MARMOEA ... 10500	Mar. 21	{ through steamer (calling at Bombay) }	April 18
DELHI ... 5000	April 4	MOLDAVIA ... 10000	April 26
MALTA ... 6000	April 18	HIMALAYA ... 7000	May 2
DEVANHA ... 8000	May 2	MONGOLIA ... 10000	May 9
OCEANA ... 7000	May 16	INDIA ... 8000	June 14

Passengers change steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PONT SAU.

Arrangement in the connecting steamer from COLOMBO is arranged in Hongkong at time of booking.

In addition to the above Mail Services the following:-

INTERMEDIATE (NON-TRANSIENT) STEAMERS

TILL LEAVE FOR

## LONDON,

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS.	Leave HONGKONG	Due at LONDON
PALAWAN	1000	about
+ NUELA	6000	about
+ MANILA	4500	about
BORNEO	5000	about
NORE	700	about
+ JAPAN	4500	about
+ SUMATRA	5000	about

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marsaxlokk.

\* Carry 1st and 2nd Saloon Passengers.

+ Carry only First Saloon Passengers.

For further particulars, apply to

E. A. HEWETT,  
Supervintendent.

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OSAKA SHOSEN KAISHA.  
REGULAR STEAM-SHIP SERVICE  
BETWEEN HONGKONG, SOUTH CHINA  
COAST PORTS AND FORMOSA  
PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOA	LEAVING	NOTICE TO CONSIGNEES.
DAIJIN MARU, { TAMSUI, Via SWATOW AND AMOY.	SUNDAY, 2nd Feb., at 10 a.m.	THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER SOCOTRA.
JOSHIN MARU, { TAMSUI, Via SWATOW, AND AMOY.	SUNDAY, 9th Feb., at 9 a.m.	FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.
Those Steamers have excellent Accommodation for First and Second-class Passengers, and are fitted throughout with Electric Light. First-class Saloon Amidships. Unrivalled Table.		CONSIGNNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG and KOWLOON WHARF AND GODOWN COMPANY'S Godown at Kowloon where each Consignment will be sorted out by Mark and delivery can be obtained as soon as the Goods are landed.
+ Taking cargo on through Bills of Lading to all Yaukuo & Northern China Ports. For Freight, Passage and further information, apply at the Co.'s local Branch Office, at SECOND FLOOR, No. 1, QUEEN'S BUILDINGS.		Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

T. ARIMA, Manager.

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## NORTHERN PACIFIC LINE.

## BOSTON STEAMSHIP CO.

CONNECTING AT TACOMA WITH

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## VICTORIA B.C. AND TACOMA

VIA MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	To Sea.
KUMERIC	6232	Cowley	1908
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* FREMON	9608	T. W. Garlick	9th February.
+ SUVERIC	6232	W. Shotton	17th March.

+ Cargo only. \* Passenger accommodation.

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